AMENDMENTS TO THE SPECIFICATION

Please replace paragraph [0014] with the following amended paragraph:

[0014] In Figs. 2 and 3, the valve 34 is shown in a first exemplary embodiment. In Fig. 2, the housing 10 of the high-pressure pump is shown in a pre-machined state, in which the valve seat 44 has two faces 52, 54, inclined variously markedly toward the longitudinal axis 33 of the bore portions 32a, 32b, each face being at least approximately conical. The bore portion 32b is adjoined first by the face 52 that is markedly inclined toward the longitudinal axis 33, and this face is adjoined, toward the bore portion 32a, by the face 54 that is less markedly inclined toward the longitudinal axis 33. Both the bore portions 32a, 32b and the faces 52 and 54 are machined by metal-cutting machining of the housing 10, by means of drilling and/or milling. In this pre-machined state, the housing 10 is hardened, and then, by means of a grinding and/or honing and/or metal-cutting tool, an at least approximately conical seat face 45 is made at the transition between the faces 52, 54, resulting in the completely machined state shown in Fig. 3. For producing the seat face 45, all that is needed is a tool that is short in the direction of the longitudinal axis 33, and only a slight amount of material has to be removed from the housing 10, so that the hardened surface layer of the housing 10 is preserved. As a result of the grinding and/or honing and/or metal-cutting, the seat face 45 gains the requisite roundness with respect to the longitudinal axis 33 and the requisite surface roughness for achieving sure sealing of the fuel outlet 32 when the valve member 35 is resting on the seat face 45. The seat face 45 has only a short length in the direction of the longitudinal axis 33. The seat face 45 is inclined toward the longitudinal axis 33 at an angle α of for instance approximately 35° to 45°, resulting in a cone angle of between approximately

70° and 90°. **Fig. 3 shows that the face 52 forms an acute angle β with the longitudinal axis 33 of the bore 32, seat face 45 forms an acute angle α with the longitudinal axis 33 of the bore 32, and face 54 forms an acute angle γ with the longitudinal axis 33 of the bore 32. Fig. 3 shows that β is less than α and that γ is more than α.** ~~**The face 52 is inclined toward the longitudinal axis 33 at an angle β that is larger than the angle α, and the face 54 is inclined toward the longitudinal axis 33 at an angle γ that is smaller than the angle α.**~~ For controlling the fuel outlet 32, the valve member 35 cooperates with the seat face 45. The faces 52, 54 adjoin the seat face 45, one on each side, and form an inlet and outlet region for the outflowing fuel.